

**Historical Society
of
Fairfax County, Virginia, Inc.
YEARBOOK**

VIR.

VOL. 3 — 1954

975.529

H

Historical Society
of
Fairfax County, Virginia, Inc.

YEARBOOK

Vol. 3—(1954)

FAIRFAX COUNTY PUBLIC LIBRARY
FAIRFAX, VIRGINIA

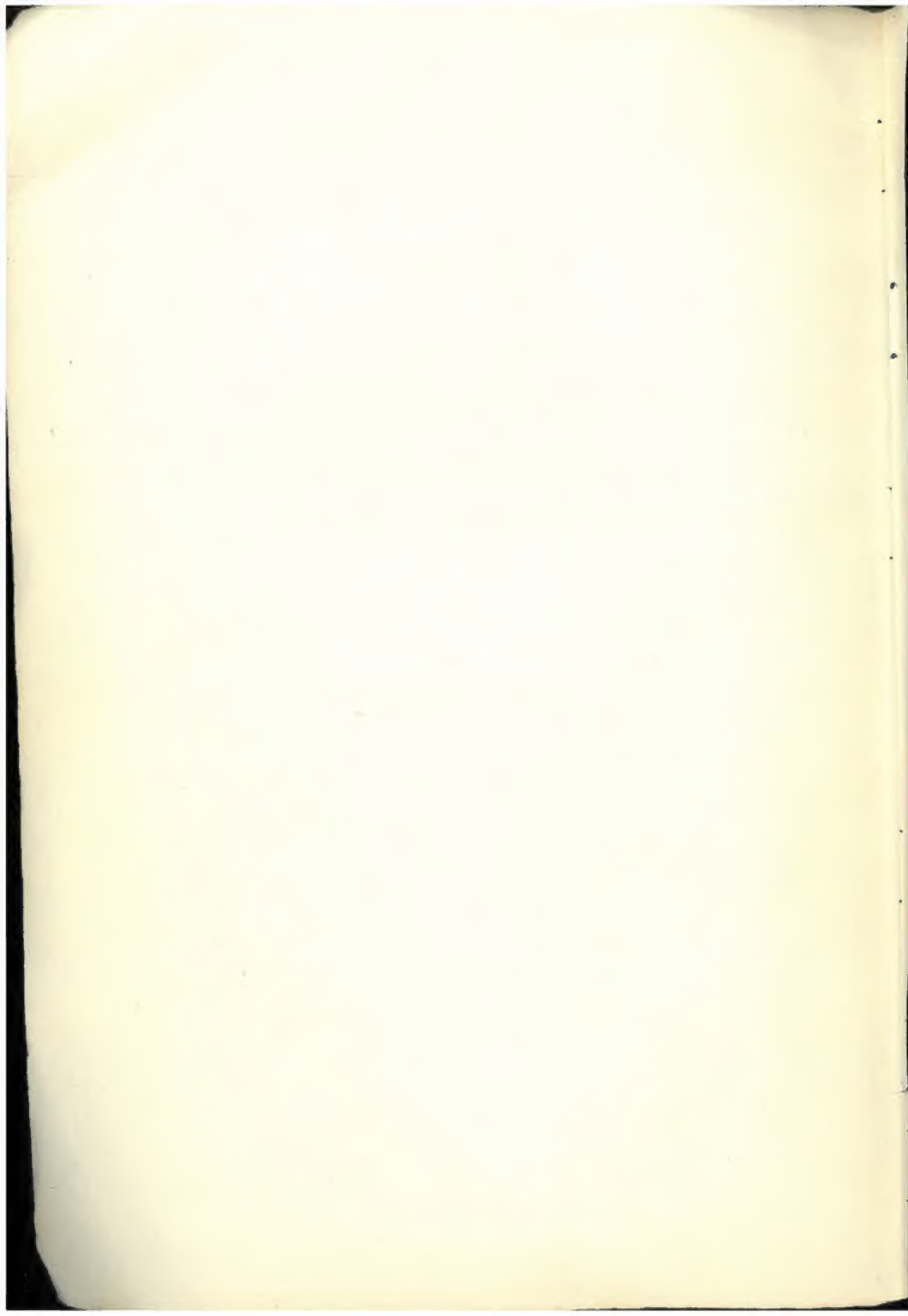
PUBLISHED BY
THE HISTORICAL SOCIETY OF
FAIRFAX COUNTY, VIRGINIA, INC.

K

Printed by the
Independent Printers
Vienna, Virginia

Table of Contents

	Page
I Action Along the Union Outposts in Fairfax	1
II Longstreet at Blackburn's Ford, July 18, 1861	9
III Ravensworth	15
IV History of Railroads in Fairfax County	30
V A Buried Treasure	35
VI The Great Falls of the Potomac	37
VII Archives of Burgundy	40



Officers 1953-54

JOHN C. MACKALL, *President*

COL. H. W. T. EGLIN, *President Emeritus*

JUDGE CHARLES D. HAMEL, *First Vice President*

MRS. CHARLES POZER, *Second Vice President*

JAMES KEITH, *Secretary*

MRS. JOHN ALEXANDER, *Treasurer*

Board of Directors

COL. H. W. T. EGLIN

CHARLES PICKETT

JUDGE PAUL BROWN

THOMAS P. CHAPMAN, JR.

MRS. CHARLES POZER

JOHN W. RUST

MRS. F. S. McCANDLISH

JOHN C. MACKALL

ROBERT D. GRAHAM

EDWARD M. OFFLEY

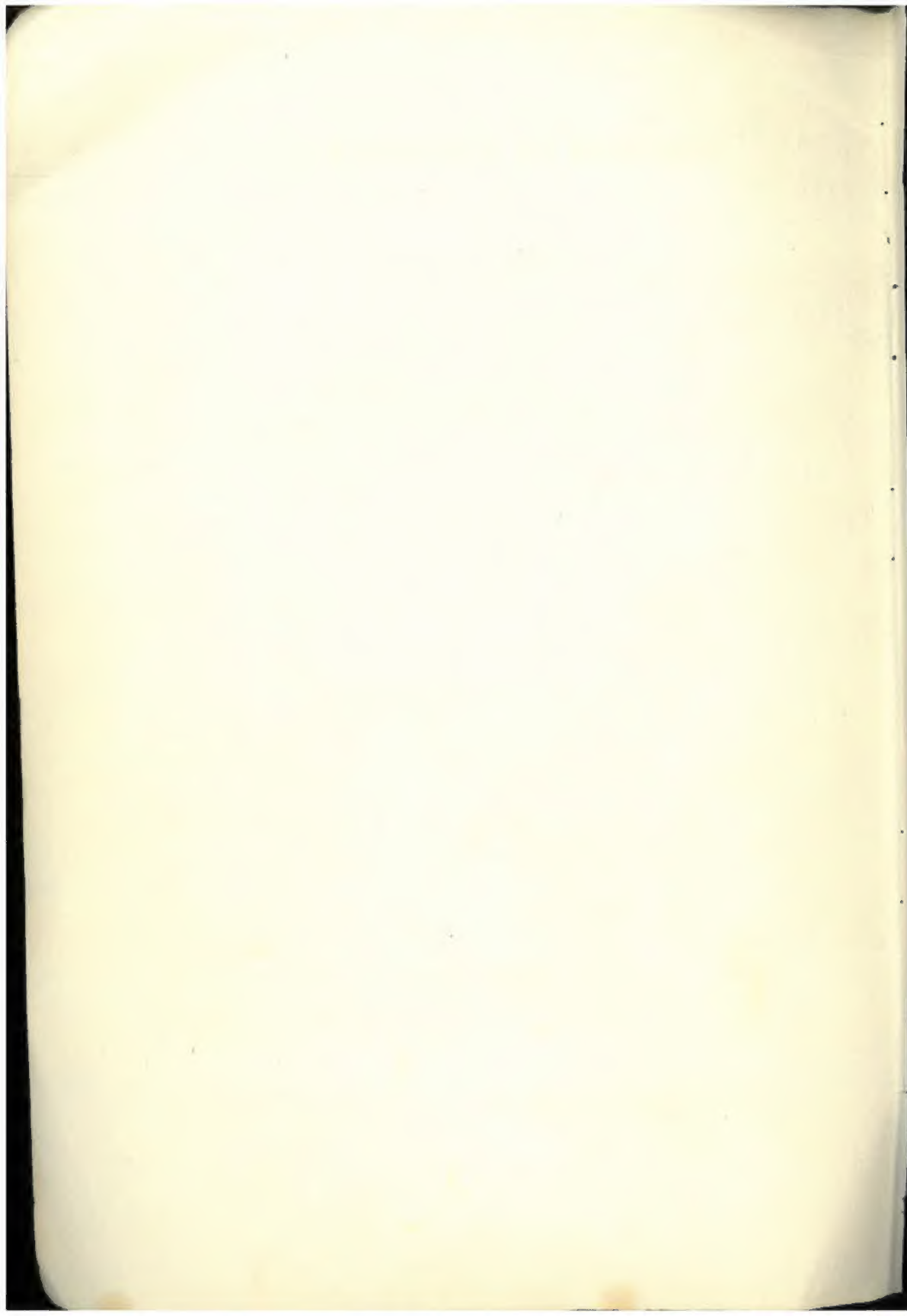
CHARLES C. WALL

JAMES KEITH

CHARLES D. HAMEL

MRS. EDMUND H. PARRY

VIRGIL CARRINGTON JONES



Action Along The Union Outposts In Fairfax

*By V. C. Jones **

Always the Union guards in Washington looked toward Fairfax. They could see no farther than the heights of Arlington, but they knew that beyond that natural barrier to their view were their enemies, the cursed Southerners. Beauregard and Joe Johnston and then Lee led up from Dixie determined hordes of soldiers in gray who twice whipped the Yankees within riding distance of the Federal capital. Twice they fought and twice they went on past to invade Maryland and Pennsylvania. Their paths on these occasions led through the highways and lanes of Fairfax, and they made it known they would like to cross the Potomac after Abe Lincoln. These fellows would bear watching.

From late summer '61, after it was determined the war would be no three-months affair, Washington began to gird for trouble. A chain of forts and batteries took shape—only a few at first, close in, but, by the time of the surrender four years later, half a hundred or more. And out in Fairfax, in a giant arc from Chain Bridge to Vienna, to Fairfax, to Alexandria, was developed a perimeter of outposts, an alert line of pickets and vedettes walking and riding back and forth in a daily routine that for years could not be relaxed.

Even from the start there was action in this region where Union eyes peered always southward. Allen Alonzo Kingsbury, member of the Chelsea Volunteers from Massachusetts, got into Washington at 6 p.m. June 17, only two months and a few days after the outbreak of hostilities and less than a year before a Rebel bullet would strike him down. A short while after arriving, he went to the White House to sit on a plush sofa in the grand reception room while he wrote a letter home. He was in a fever of excitement. He had visited the Capitol and other public buildings, seen "Honest Old Abe," rescued a Negro from the police and helped eat two quarts of strawberries. But it would be hours before he heard of what had happened out at Vienna in Fairfax County, even perhaps as he was writing his letter.

That day, a train chugged out of Alexandria along the Loudoun and Hamshire Railroad (now the Washington and Old Dominion). It was made up of two passenger coaches and five platform cars, the locomotive attached to the rear and pushing its cargo. On board were 668 rank and file, all shined and polished to their last tampion and cartridge box. They were wildly excited; however, in all likelihood, no more so than the 29 field and company officers ordered along for the trip.

* Virgil Carrington Jones is a writer of note. The author of "Ranger Mosby" and many other articles and stories of the Civil War, we are proud and fortunate to have him as a member of our Board of Directors and contributor to our Yearbook.

This expedition, commanded by General Schenck of an Ohio brigade, had been sent out to guard the railroad from a point where it crossed a wagon road running southwestward from Georgetown. Its mission was one of the many little preliminary details required to have things in readiness for troops under McDowell to move from Washington and cooperate with Patterson and McClellan in a three-way advance on the strategic arsenal at Harper's Ferry.

Through the warm June air the train rolled along, just as it would any June day in any year: the Confederates were at Fairfax Courthouse and beyond, miles away. No one was worried. Along the line of cars, passengers were in a festive spirit. The only thing martial about them was their uniforms and weapons. Schenck and his next in command, Colonel McCook, rode in the coaches, while Major Hughes, third in rank, was stationed on the first platform car.

As the train slowly rounded a curve within a quarter of a mile of Vienna, two six-pounder guns opened fire with shot and grape from the brow of a hill commanding the track. This was a new and unexpected chord—noisy cannon fire to disrupt the cheering, song-singing, train-riding Yankee recruits. For a brief period, until the engineer could bring the locomotive to a halt, there was bedlam aboard. Then the Federals took to the bushes, leaving six dead and one desperately wounded. Those who escaped made their way to Alexandria, laying behind them a trail of blood.

But none got back before the engineer. Even as shot and shell were flying, he uncoupled the engine and one coach and highballed it homeward, much faster than he had come. This man's name was Gregg. Official records make no mention of his allegiance, though they should have, for it was an odd coincidence that the Rebels who fired on the train were under the leadership of a colonel of the same name from South Carolina. They were on reconnaissance from Fairfax, just passing Vienna on their return, and barely had time to get their guns in position on the hill after they heard the telltale whistle of the approaching locomotive. There was no stealth about Engineer Gregg!

This affair was one of the earliest encounters of the war. It quickened enlistments on both sides, but the ardor thus engendered soon was blotted out by the first major battle between the two armies—the complete rout of the Union forces at Manassas on July 21. After that, the combatants lay for months facing each other across the Potomac, the Confederates spotted over the area from Manassas to the southern outskirts of Washington.

Now the North began in earnest to fortify its capital. In August, one of its best topographical engineers, Orlando Metcalfe Poe, was brought to Washington to examine the layout and to aid in determining the best means of defending the city.

Poe was a graduate of West Point, finishing sixth in his class, two years behind Jeb Stuart. He rose rapidly in rank, served in various posts and reached the peak of his fame as chief engineer on Sherman's march to the sea. Though Sherman got the blame, it was Orlando Poe who actually engineered the wide path of destruction between Atlanta and Savannah. And while Civil War histories make no mention of it, it was Poe who was most responsible for General George B. McClellan's rise to command of the Union armies, for Poe first suggested him to head the troops from Ohio and Poe first talked him into accepting the responsibility.

After reaching Washington, the engineer soon was assigned the duty of examining the ground on the Virginia side of the Potomac, with a view to selecting sites for forts and other permanent occupations. One of the points he singled out was Lewinsville, where five roads came together. But first he wanted to examine the location more thoroughly, so he engineered plans for a reconnaissance in that direction. It was set for September 11, a date that goes down in the records as one of the most exciting in Lewinsville's history.

This foray into Virginia, according to orders sent out from Union headquarters, was to be covered by the 79th New York Volunteers, four companies of the First Regiment U. S. Chasseurs, two companies of the Third Vermont Regiment, five companies of the 19th Indiana, four guns of Griffin's Battery, a detachment of 50 regular cavalry and 40 volunteer cavalry—in all about 2,000 men under command of Colonel Isaac Stevens, subordinate to Brigadier General William F. Smith and a seasoned veteran. So far as Stevens knew, all he was supposed to do was keep whatever Rebel pickets there were on duty at Lewinsville from being reinforced.

One of the men who took part in the expedition wrote a brief account of the experience. He said they started at midnight and were conducted by a guide through woods and fields in order to avoid the enemy pickets.

"It seemed," he related, "as though we traveled in a circle, for I am sure we went over the same ground more than once; it looked as though we were trying to kill time. We kept this up till near daylight when two of the four companies were posted in a field along a fence, while the other two were a short distance on our right, at an angle in the road, and quite near a house.

"We of the left wing had been in position but a short time when a body of cavalry was seen approaching from our left, on a road running parallel with, and a short distance in front of, the fence along which we were posted. By looking obliquely to the left, the horsemen were distinctly seen, and without any command each man's musket was raised to cover the approaching enemy. The cavalry appeared to

be unconscious of our presence until their attention was attracted by the actions of a small dog belonging to their party, and who was running a short distance in advance of the troop. The little 'Argus' was vigilant, and gave unmistakable signs that strangers were near; the leader of the party raised his hand and the riders moved more cautiously; soon we were discovered, and the troop began at once quickly to counter-march. As soon as we observed that movement and, as I believe, without any word of command, our muskets discharged at the enemy, who galloped off."

About the same time, according to this account, firing was heard from the right wing. These shots, it developed, had been aimed at a wagon drawn by two mules and driven by a darkey, which the Federal soldiers had taken at first to be a piece of artillery. The mules dropped in their tracks, killed instantly, and the driver jumped from the seat and fled to the woods. Behind him in the vehicle lay a wounded Rebel major, who was in no way connected with this hostility and who had picked the wrong time and the wrong road over which to try to make his escape to a better place for convalescence.

"The next moment," the account continues, "the long roll was beaten—apparently in our immediate front—cavalry bugles not far to our right were heard, and as the retreating enemy had gone to the left, we seemed to be surrounded. No one, except the guide or scout who had conducted us, knew in what direction we might move, in order to get out of the enemy's lines; but our men proved true, and by taking us through woods and cornfields, we were soon inside our own lines again and breathed freer."

To summarize the development and outcome of this raid, the Federals reached Lewinsville without interruption, placed their men in position to watch the approaches and waited until Orlando Poe and General Smith, who arrived on the scene later in the morning, had had time to examine the ground. Then, just as they were about to return to their camp, they were attacked by the Confederates under Jeb Stuart.

There's evidence the Confederates knew in advance this reconnaissance was coming. Early on the morning of the 11th, McClellan, who had taken over command of the Union forces in Washington, wired General Smith at Chain Bridge: "General McDowell reports that his pickets at Balls Cross Roads heard the long roll in the enemy's lines as the moon went down last night and shortly after that the movement of artillery was heard in a northerly direction. Caution your reconnoitering party to look out and not fall into a conflict with overpowering force." But that telegram arrived too late to do any good.

Stuart came from the direction of Falls Church. He had with him 305 men from the 13th Virginia Volunteers, one section of Rosser's battery of the Washington Artillery, a Louisiana outfit, and a de-

tachment of the First Virginia Cavalry, with which rode such notables as Grumble Jones and John Singleton Mosby. Stuart's intention was to "surprise" the enemy, and he reported that he "succeeded entirely."

A rather comical incident connected with this expedition involving both Jeb Stuart and Orlando Poe, who had met each other at West Point, has been preserved. The day before the junket to Lewinsville took place, Poe sent Stuart a message: "Come and see me some time. I invite you to dine with me at Willard's Hotel next Saturday night." When Stuart sent in his report of the Lewinsville affair, he attached to it Poe's note, on the back of which he had written: "From the manner in which Captain Poe left here, he was going in to get dinner without waiting for Saturday night."

This fight on September 11 earned for Lewinsville a place in Confederate records, for out of it came an important development, Stuart conducted his attack with such force that he endeared himself to his fellow officers. As a result, Generals Joseph E. Johnston, Longstreet and Beauregard teamed up and petitioned the War Department in Richmond to set up the cavalry as a separate branch of the army, with Stuart as its head. Little time was lost in carrying out this recommendation, and the cavalry arm that resulted was largely responsible for the Southern victories during the early stages of the war.

Throughout the fall of '61, matters remained lively on the Virginia side of the Potomac. On October 22, little more than a month after the Lewinsville affair, the scene shifted to Hunter's Mill. On that date, a Union reconnaissance was made through the vicinity, but the only Rebel cavalry seen was at Thornton's Station, and it appeared in no mood for a fight.

A few weeks later, on November 21, a reconnaissance was made to Vienna by four officers and 109 enlisted men. Its object was to ascertain the location of the enemy pickets, as well as that of a force of Confederate cavalry that was supposed to be lurking near the road from Vienna to Hunter's Mill.

The officer in charge of the Union troops moved with extreme caution. He led his men to Vienna without trouble, but on the way back a North Carolina outfit struck them in the rear and routed them badly, killing one man, wounding six and capturing 26, as well as 17 horses. In his report of the affair, he lay the blame for the panic of his troopers upon the muddy, bottomless route over which they had to make their escape: "The road on which we were retreating was in miserable condition, and stumbling among the horses was frequent, some falling and throwing their riders, and then running away at full speed, leaving their riders to retreat the best they could on foot." This officer has a surveyor's report of that period to substantiate him. Scrawled on the side of a contemporary map is this description: "Between Vienna

and Flint Hill the road is hilly, uneven, sunk at places from six to eight feet below the adjoining ground, and badly drained."

On February 7, '62, the Federals sent out two details, one to clear the road in the direction of Hunter's Mill and the other to go toward Fairfax Courthouse. The first of these met scattered Confederates and, in an exchange of shots, had several men wounded. The other, meanwhile, first reconnoitered until it determined there were no Rebel troops at the courthouse and then rode into town to remain about an hour. In his report, the commanding officer wrote: "The village of Fairfax appears to have been (with one or two exceptions) entirely deserted, and has a very dilapidated look. I did not think it expedient to have the houses searched, as the enemy could in a very short time get a strong force down the pike from the neighborhood of Centreville. The enemy have dug three or four extensive rifle pits to the right of the road leading from Flint Hill to the Courthouse and immediately in front of same."

Early in March of '62, the Confederates, who had spent the winter fortifying along Centreville ridge, gave up their interest in Northern Virginia and withdrew to Richmond and the Peninsula. As the men in gray moved out, men in blue took over their places. Soon patrols were passing periodically along the perimeter of Washington defenses stretching from Chain Bridge around through Fairfax. Not always were these daily treks without incident. Bushwackers and small bands of Rebels heckled constantly.

But the months of '62 were fairly peaceful in the Virginia area closest to Washington, except for the excitement of the second battle of Manassas in August. Then there was the movement to Strasburg and back to Fredericksburg, with only one upset for the Southerners along the way.

At Christmas time, something happened that was of major concern to the Washington outposts. Jeb Stuart made his famous Dumfries raid, capturing the telegraph operator at Burke Station and sending a message into Washington complaining of the quality of Yankee mules. When he headed south once more, he left behind one of his scouts with a handful of men to heckle enemy communications. This scout was named Mosby, and from then until the end of the war he was a constant menace to the Union troops stationed in the woods and byways of Fairfax.

On the night of March 1, '63, a strange man appeared at Fairfax Courthouse. He was dressed as a Union captain and he asked curious questions of the servants of one Brigadier General Edwin Stoughton of Vermont, at the time commander of the post. The inquisitive visitor wanted to know, for instance, how many troops there were in the vicinity, where they were billeted, and whether Stoughton kept his horse saddled at night. The general heard about this fellow and re-

ported to headquarters that he was "undoubtedly a spy." One week later he was positive of it, for the stranger came back, this time garbed correctly in the uniform of a Rebel lieutenant and accompanied by 29 of his partisan rangers. When he departed an hour later, he took with him the Vermonter, two Yankee captains, 30 privates and 58 horses.

This exploit put Washington in a frenzy. A number of prominent citizens of Fairfax were arrested and placed in prison. So was Antonia Ford, a pretty daughter of a local merchant who was accused of being in league with Mosby. The incident stirred humor in only one person in the Union capital. When told of what had happened so close to the banks of the Potomac, Abraham Lincoln is said to have remarked: "Well, I'm sorry for that—I can make brigadier generals, but I can't make horses."

The months of '63 sped by. On the night of October 1, the Union lost some more horses. Under cover of darkness, Elijah V. White, elusive Confederate raider, slipped into the Federal contraband farms at Lewinsville, the recuperation centers for army horses set up soon after Orlando Poe's reconnaissance in '61, and carried off 64 of the animals.

The following April, Mosby, with 50 men, attacked an outpost near Hunter's Mill. He captured five prisoners and 18 horses, he and his raiders striking the camp on foot at 4 o'clock in the morning. But this success was of short duration, for on the way out the Rebels were overtaken by a Federal pursuing party and all but six of the animals were recaptured.

On March 7, '65, only a month or so from the surrender, occurred the last action along the outpost perimeter, so far as official records are concerned, and it was some more of Mosby's work. A Union patrol was ordered from camp near Vienna to Fairfax Courthouse. It consisted of Second Lieutenant O. K. Gault, Sergeant Otto Richter and 20 privates, and it set out at 1 p.m.

About a mile and a half from Flint Hill, near the Fairfax road, the patrol turned to the left of the stockade at that point and continued through the fields, the route usually taken by the guard on its daily rounds. Just as it passed an old chimney standing in an orchard between the stockade and the road, a body of 30 men, most of them dressed in blue, was seen to emerge from the woods and approach at an easy canter, in scattered ranks.

Gault took these men to be Union troops. His own force was trotting along in column of twos, without an advance guard or flankers, when suddenly he realized that the riders coming toward him were of the enemy. He reported later: "As soon as we discovered that they were making for us, I commanded front into line, then seeing that they were too strong, the men broke, and I ordered them to about face

and run. After passing a ditch and striking into a deep mud, many of the horses could hardly run; the enemy soon overtook us and commenced firing, killing one, wounding two, and three supposed captured. We retreated back to Flint Hill stockade."

But that wasn't the way Sergeant Otto Richter described the incident. He reported: "The attention of the lieutenant commanding was called to them (the approaching enemy), and at my request he ordered the column to form into line, which order he repeated three times hastily. I immediately moved to the right of the line into my proper position, and looking around I was surprised to see the lieutenant galloping from the field to the rear, followed by the men, first from the rear and center. I heard the lieutenant give no other order than that above stated. The men followed the retreating officer."

The person who got maddest about this affair was Colonel William Gamble, commanding the brigade of which Gault's patrol was a part. He was a veteran fighter who had been sent to Fairfax the preceding November to reorganize the outposts and get them in better order. In indorsing the report of Mosby's attack on his men, he caustically commented: "I consider this very disgraceful—an officer, sergeant and 20 men running away from 30 guerrillas without firing a shot, the lieutenant leading the running away. I respectfully recommend that Lt. Gault be sent home, out of the service. I want fighting officers to lead the men in action, same as I do myself."

Longstreet At Blackburn's Ford, July 18, 1861

*Contributed by Col. John W. McDonald, Cav., U.S.A., Ret.**

As soon as the various states, which later united to form the Confederate States of America, passed their ordinances of Secession, they started an intensive campaign to recruit sufficient forces to enable them to make good their decision to secede from the Union. While there was nothing approaching unanimity in the way the different states went about their recruiting campaigns most of the Southern states soon succeeded in organizing substantial forces of one-year volunteers, in addition to organizations which volunteered for shorter periods.

On the other hand, after the Confederates fired upon Fort Sumpter on April 12, 1861, President Lincoln called 75,000 militia into the Federal Service for a period of three months. A large portion of these short-term troops were sent to defend the Capital. By the middle of July the term of service of many of these regiments was about to expire and the force of public opinion in the North caused Brigadier General Irvin McDowell, who commanded the Union Department of Northeast Virginia, to launch an offensive against Brigadier General P. T. Beauregard's Confederate Army of the Potomac. Beauregard's Army was concentrated near Manassas Junction, with outposts holding a line about ten miles to the east, extending from Fairfax Station, through Fairfax Court House to Vienna.¹

On July 16th, 1861, General McDowell's army of 37,821 advanced from Washington in four columns. One column crossed the Potomac via Chain Bridge and moved west along the Chain Bridge Road, now Highway 123; the second marched out on Columbia Turnpike to Annandale, and then turned west on the Little River Turnpike (Highway 236); the third moved along the Old Braddock Road; while the fourth followed unimproved roads south of the Orange and Alexandria Railroad. At the same time one division was held in reserve. The reserve division was directed to protect, and to assist in the rebuilding of the Orange and Alexandria Railroad between Alexandria and Fairfax Station.²

The Confederate outposts promptly reported the advance of McDowell's army and General Beauregard ordered his brigade commanders to comply with the provisions of the warning order which he

* Colonel McDonald, now a resident of the Town of Fairfax, is an enthusiastic and able student of the Civil War. His contributions to the Yearbook of articles dealing with local engagements are most valuable in furthering the Society's efforts to preserve County history.

1. The War of the Rebellion: A compilation of the Official Records of the Union and Confederate Armies. 130 vols. (Washington Government Printing Office 1880-1891) Series I, Vol. II, p. 312. Hereafter cited as O. R.

2. Ibid., page 308.

had issued in anticipation of that emergency. This was General Order Number 100, dated July 8, 1861, and it provided that Fairfax Station, Fairfax Court House and Vienna were to be abandoned without resistance, and that five of Beauregard's brigades were to take position on the west bank of Bull Run, guarding the fords from Union Mills, (now Clifton), on the right, to the stone bridge, on the Warrenton Turnpike on the left. This was a frontage of approximately eight miles. Brigadier General Early's Brigade and several regiments which had recently arrived from Richmond constituted the reserve.³

On July 17th General McDowell's Army occupied Vienna, Fairfax Court House and Fairfax Station without serious opposition.

On the 18th the lack of highways forced the Union divisions which were advancing on the Chain Bridge Road and the Little River Turnpike, to unite into a single column and move west along the Warrenton Turnpike to Centreville. As the Old Braddock Road, along which the third column of Union Troops was advancing, unites with the Warrenton Turnpike, just east of Centreville this column was forced to wait until the other two columns had cleared the intersection before it could move on Centreville.⁴

At 8:15 A.M. McDowell sent the following message to Brigadier General Daniel Tyler, who commanded the First Union Division of 9,936 men:

"Observe well the roads to Bull Run and to Warrenton. Do not bring on an engagement but keep up the impression that we are moving on Manassas."⁵

At this time Longstreet's Fourth Brigade of 2,528 men was the center brigade of Beauregard's Confederate Army of the Potomac.⁶ James Longstreet, who had been a Major in the United States Army, stationed at Albuquerque, New Mexico had resigned his commission and made the long journey overland in time to report to Richmond, for duty with the Confederate Army on June 29th. He had immediately been commissioned a Brigadier General and was assigned to command the Fourth Brigade of Beauregard's Army on July 2nd. Longstreet's brigade consisted of the First Virginia Infantry, commanded by Col. P. T. Moore, the Eleventh Virginia Infantry, commanded by Col. Samuel Garland, Jr., and the Seventeenth Virginia Infantry, commanded by Col. M. D. Corse.⁷

Longstreet's brigade was defending Blackburn's Ford, which was on the main road from Centreville to Manassas Junction. About half a mile to Longstreet's left, Bonham's Brigade was guarding

3. *Ibid.*, page 441.

4. *Ibid.*, page 310.

5. *Ibid.*, page 312.

6. *Ibid.*, page 461.

7. Longstreet, James—*From Manassas to Appomattox*, (Philadelphia, J. B. Lippincott Co. 1896,) page 27.

Mitchell's Ford.⁸ As Bull Run turns sharply to the north, just east of Bonham's position, and then resumes its general southeasterly course, Longstreet's brigade held a salient, and Bonham had to advance his outposts almost six hundred yards north of the Run in order to be abreast of Longstreet's position.⁹

As Longstreet had orders to hold Blackburn's Ford and Tyler had orders to give the impression that the Union Army was moving on Manassas, it was obvious that Tyler and Longstreet were going to clash.

Col. Israel B. Richardson, who commanded the Fourth Brigade of Tyler's First Division, was the commander of the Advance Guard of the Union Army. After he had advanced one mile beyond Centreville, with his front covered by a battalion of light infantry of 160 men, drawn from the four regiments of his brigade, he halted. The light battalion was deployed as skirmishers, five hundred yards in advance of the brigade, with pickets still further advanced.¹⁰ After the brigade had halted, General Tyler, accompanied by Colonel Richardson, and a Squadron of Cavalry and two companies of infantry passed through the outpost and reconnoitered down the road¹¹ until they were stopped by the fire of Bonham's and Longstreet's pickets and of two pieces of artillery which Bonham had placed on Kemper's Hill north of the Run.¹²

Richardson then ordered his light battalion and the First Massachusetts Regiment and one battery of artillery to advance and attack in cooperation with the cavalry squadron and the two companies of infantry already engaged. This attack drove Bonham's and Longstreet's outposts south of Bull Run and Bonham's troops took no further part in the action. On Longstreet's front however the north bank of the Run was somewhat higher than the south bank and when Richardson's troops fired into Longstreet's men at close range, part of his line broke and ran. Longstreet, mounted on a spirited charger dashed up, sword in hand and presented such an awe-inspiring spectacle that they quickly rallied and drove back their assailants.¹³

Richardson now determined to extend the frontage upon which he was attacking, deployed the Twelfth New York Infantry to the left of his original line and ordered the whole line forward. Again they reached the northeast bank of Bull Run and again poured a heavy fire into Longstreet's men before them.

Longstreet quickly launched his entire brigade in a counter attack. Captain Marye crossed Bull Run with a portion of the 17th Virginia Infantry and led a desperate bayonet charge against the Twelfth New

8. O. R., Volume II, page 461.

9. Ibid., page 450.

10. Ibid., page 312.

11. Ibid., page 313.

12. Ibid., page 450.

13. Longstreet, James—From Manassas to Appomattox, page 23.

York Infantry. This regiment was routed by the counter attack and could not be rallied until they had left the field of battle a mile and a half behind.¹⁴

Apparently at this time Longstreet called upon both Colonel Early and General Beauregard for reinforcements.¹⁵ Richardson still undismayed now deployed the second and third Michigan Infantry regiment and thus committed his entire brigade of 3,401 men¹⁶ to the action. Just as this fourth attack was meeting Longstreet's skirmishers Early arrived with his Brigade. Becoming excited Early's men opened fire upon friend and foe alike and even forced Longstreet to dismount and take cover.¹⁷ Early says in his report "When I first arrived on the ground I joined General Longstreet, being actively engaged in the thickest of the fight in directing and encouraging the men under his command, and I am satisfied he contributed very largely to the repulse of the enemy by his own personal exertion."¹⁸

Tyler who had left Richardson in order to visit some other portion of his command, returned about this time and concluded that Richardson was doing more than his orders required. He therefore ordered Richardson to stop the fourth assault. Richardson had recall sounded and withdrew his brigade to a position astride the road, about half way back to Centreville.¹⁹ Richardson's brigade suffered a loss of 19 killed, 38 wounded and 26 missing, total 83.²⁰ Longstreet lost 15 killed and 53 wounded, total 68.²¹

It is significant that on July 19, 1861 The Richmond Virginia Enquirer carried the following article under the caption "News from Manassas—Adjutant General Cooper was reported last night to have received a telegram from Col. Bonham's Adjutant to the effect that, at three o'clock, the enemy advanced on our lines, stationed at Bull Run; and that after two hours fighting his center has given away, and immediately his whole force beat a retreat. Col. Bonham was said to be in full pursuit."²²

On July 20th the same paper gave Longstreet's Brigade the credit for having repulsed the enemy with great slaughter but gave Longstreet, himself, no especial credit.²³ On the other hand Brigadier General G. T. Beauregard, was most complimentary to Longstreet as is shown by the following quotation from his official report: "Brigadier General Longstreet who commanded immediately the troops engaged at Blackburn's Ford on the 18th equalled my confident expecta-

14. O. R., Volume II, page 313.

15. Ibid., page 442; page 464.

16. Ibid., page 309.

17. Longstreet, James—From Manassas to Appomattox, page 89.

18. O. R., Volume II, page 465.

19. Ibid., page 313.

20. Ibid., page 314.

21. Ibid., page 446.

22. Enquirer, Richmond, Va., July 19, 1861.

23. Ibid., July 20, 1861.

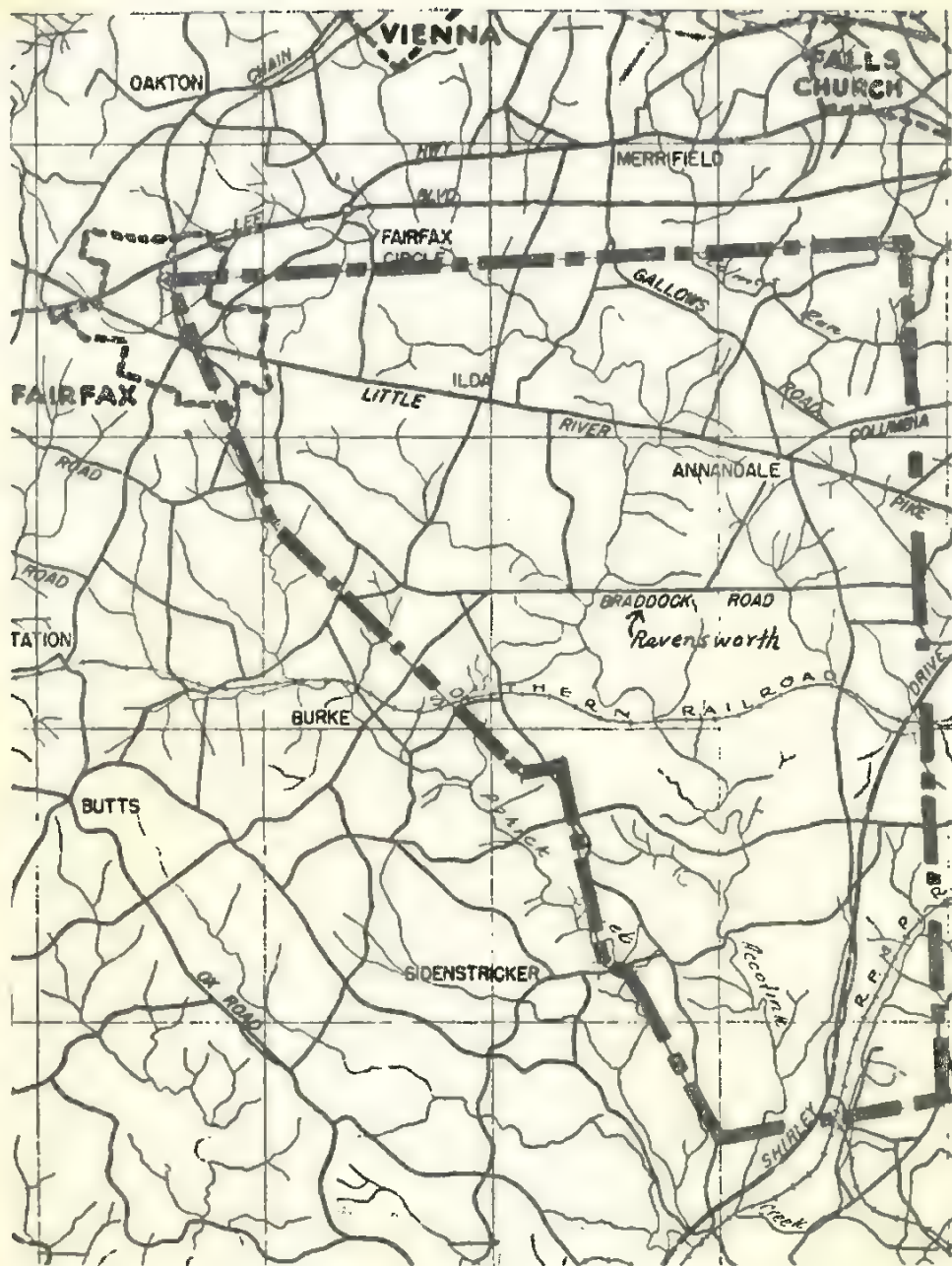
tions, and I may fitly say that by his presence at the right place at the right moment among his men, by the exhibition of characteristic coolness, and by his words of encouragement to the men of his command, he infused a confidence and spirit that contributed largely to the success of our arms on that day." ²⁴

Most of the fighting in the battle of Blackburn's Ford took place within Fairfax County, although at this point Bull Run is the boundary line between Fairfax County and Prince William County. While the battle was technically a reconnaissance in force by the Advance Guard of McDowell's Army, for the purpose of determining if Beauregard's Confederate Army had decided to fight a major battle along Bull Run, it was also the most important battle of the Civil War up to that date.

As this battle is generally considered a prelude to the much more important battle of Bull Run, or Manassas, fought by the main Union and Confederate Armies, on the same ground, only three days later, it is seldom given the importance it deserves.

The members of the Confederate Army of the Potomac were greatly encouraged by the fact that in this battle the advance of McDowell's greatly superior Union Army was stopped by the brave resistance of a fraction of their total force. This elation over Longstreet's success undoubtedly improved their already high morale, and this high morale was in turn one of the major factors which brought about the decisive Confederate victory of July 21st, 1861.

²⁴. O. R. Volume II, pages 444-445.



This plat, prepared by Mr. Davis, showing the outlines of the 1694 grant of "Raven'sworth" by heavy dotted lines, has been superimposed on a current map of the county by Mr. N. Peyton Young of Fairfax.

Ravensworth *

The property known for so many years as "Ravensworth" is located in Fairfax County on the Braddock Road just south of the Village of Annandale. Originally a vast holding of over twenty thousand acres it stretched from Fairfax Court House to Alexandria and included most of the territory lying between Route No. 123 and the Shirley Highway south of the Little River Turnpike. It was granted to William Fitzhugh in 1690 and since that date it has been an important landmark in the County. Little will be served by recounting the history of The Fitzhughs. That family's fame has already been well documented. But we believe a real and valuable purpose will be served by collecting in one place the land records affecting the title to this fine old place and to supply such accompanying data as will serve to make the records more warm and friendly. Therefore, we will reproduce Mr. Davis' title notes, which in each case show the names of the grantors, the grantee, the date of the instrument and its place of record.

ITEM I

*Margaret, Lady Culpeper,
Thomas, Lord Fairfax, and
Katherine, his wife, and
Alexander Culpeper, Esquire,
Proprietors of the Northern
Neck of Virginia*
to

WILLIAM FITZHUGH (*)

*Grant Dated October 1, 1694
Northern Neck Book 2, page 14
Virginia State Library, Richmond
Copy of same without recitals is
found: Proceedings in Land
Causes, Dumfries District Court,
Prince William County Book
1789-1793 page 395. Waters of
the State, by Embrey, page 109.*

To all to Whom these presents Shall come Send Greeting in our Lord God everlasting:

Whereas Philip Ludwell, esquire, our former attorney and agent in the year of our Lord One thousand six hundred and ninety, did for us and in our names grant to Lt. Col. William Fitzhugh a tract of land lying in Stafford County in the freshes of Potowmack within our said proprietary containing twenty-one thousand nine hundred and ninety-six acres, which said land was surveyed and laid out the 28th day of April, 1684 (1694) by Samuel Wye, Surveyor in Stafford so qualified by Mr. Thomas Kertin, then Agent to the first proprietors under whom as claim, for John Matthews and other persons; which

*The article is based on material collected and prepared by Courtland Davis, Esquire, for many years the outstanding authority on land titles in Fairfax County. His material comes from the land records of Fairfax, Prince William, Stafford and Westmoreland Counties, the Virginia Historical Society State Archives in Richmond, and the Virginia State Library. The delightful footnotes on the Fitzhughs were collected and written by Mrs. John Alexander.

being all dead long since the whole right of the said survey appertaining to the said Matthews and by him sold to the said William Fitzhugh, by deed dated the twenty-second day of August, one thousand six hundred and eighty-five and acknowledged in Stafford Court the nineteenth of September next following; upon the appearance of which right and for such composition as to him the said Philip Ludwell seem meet and satisfactory by the said William Fitzhugh then to him made, the aforesaid grant did pass and was issued out of our then office as appears by Mr. Richard Whitehead's account, who was then Clerk of our Office under our said Agent, charging the said William Fitzhugh the Office fees for the said deed of conveyance; but by some accident the conveyance being lost, at the suit and request of him the said Col. William Fitzhugh at our Office now made to renew and confirm his said grant.

Know Ye, therefore, for and in consideration of the aforesaid Grant and rents hereafter reserved, we have granted, and confirmed and by these presents do grant and confirm to him the said William Fitzhugh.

The before-mentioned tract of twenty-one thousand nine hundred and ninety-six acres of land situate in Stafford County as above sold, and bounded as followeth: Viz, lying upon the runs of Accotinke, Mussell Creek run and on the south side of the run of Four Mile Creek.

[The description by metes and bounds which followed here is omitted.]

Together with all rights, profits and benefits to the same belonging, Royal mines excepted, and the full third part of all Lead, copper, tinn and iron mines that shall be found thereon.

To have and to hold the said 21,990 (sic) Acres of land together with all rights, profits and benefits to the same belonging, on in any wise appertaining, except before excepted, to him the said William Fitzhugh, his heirs and assigns forever; he the said William Fitzhugh his heirs or assigns therefore Yielding and paying to us, our heirs and assigns, Proprietors of the Northern Neck, yearly and every year, on the feast of St. Michael the Archangell the fee rent of 21 pounds 19 shillings (and 6 pence) Sterling money.

Provided that if the said William Fitzhugh, his heirs or assigns shall not pay the before reserved annual rent so that the same or any part thereof shall be behind and unpaid for the space of two whole years after the same shall become due and that then it shall be lawful for us, our heirs, assigns, Certain Attornies or agents into the above granted premises to reenter and to hold in our first right so as if this grant had never passed.

Given at our office in Stafford County within our said proprietary under our Seal. Witness etc Dated October the first One Thousand six hundred ninety-four,

GEORGE BRENT.

C.H.D. note: The only record of the Power of Attorney authority to George Brent and William Fitzhugh as Agents for the Northern Neck Proprietorship is recited in the authority to Robert Carter, their successor. This Procuration to Robert Carter is recorded in Book of Deeds and Wills No. 3 page 95 Westmoreland County, Virginia, and reads in part as follows:

'To all who shall see these presents or hear the said read, we Margueretta Lady dowager Culpeper, Thomas Lord Fairfax Baron of Cameron in Scotland and Katherine wife of the said Lord Fairfax, send Greeting,

Whereas King Charles the second and King James the second by their letters pattents did give and grant to the late Thomas Lord Culpeper, decd. his heirs, Exors. Admrs. and assigns that tract or Territory of land situate, lying and being between the rivers of Rappahannock and Potowmack commonly called or known by the name of the Northern Neck of Virginia, which said letters pattents have since been renewed in our names,— And Whereas we the said proprietors did formerly constitute and appoint Capt. George Brent and Collo. Wm. Fitzhugh our Attys: and Agents, full empowering them in our names and on our behalfs to do, perform and execute such matters and things as were conformable to the power and privileges to us in and by the letters Pattents given and granted. Now Know Ye that we the said proprietors being informed that the said George Brent and Wm. Fitzhugh our attorneys are both of them departed this life as well for the quiet and satisfaction of the good inhabitants of the said Neck or tract of land as for our own benefit and advantage made, ordained, constituted and appointed—and by these presents do make, ordain, constitute and appoint our trusty and loving friend Robert Carter of Lancaster County in the said Northern Neck or tract of land in Virginia aforesaid Esquire our true and lawful Attorney giving and by these presents granting unto our said Attorney the like power and authority in as full and ample manner to all intents, construccions and purposes in the law or otherwise as we formerly gave to the said George Brent and William Fitzhugh, decd. or to either of them.

(The instrument continues in detail as to powers to grant Deeds and collect quit rents and generally act for the absent Proprietors)

MARGUERITE CULPEPER (SEAL)
FAIRFAX (SEAL)
CATHERINE FAIRFAX (SEAL)

Properly attested, witnessed and acknowledged.

Recorded at a Court General held at the College of William and Mary the 22nd day of October Anno Dom: 1702:

Test., C. C. Thacker, Clk. Genl. Court.

It will be remembered that even after (and in spite of) the issuance of Charter and Royal Patent of James the Second in 1688 and the following Confirmatory Order in Council issued by William and Mary, King and Queen of England, of January 11, 1694, there remained considerable opposition to the legality of the Culpeper family Title holdings to this Northern Neck area. Perhaps the focal point of this opposition was the Colonial Government of Virginia in Jamestown, later Williamsburg. It will also be remembered that the Colonial Government had continued to issue Patents for head rights to persons to lands within the Northern Neck Proprietorship over the protests of the Agents of the Proprietors. All of this naturally

lessened confidence on the part of the title holders under Northern Neck Grants to the permanency and legality of their holdings. As a result it was not uncommon to follow the practice of securing a grant from the Proprietorship Office and simultaneously or later pay for and receive a similar Patent Grant from the Colonial Office of the Colony to the same property. Now since by later Statute being Act of October 27th, 1748 reported in 6 Hennings Statutes at Large (Virginia) page 198 Chapter 55, all matters in controversy between Lord Fairfax and the Virginia Government were settled and all previous grants made were mutually confirmed 'any misrecital or defect in the said grants notwithstanding'; and since by the Decision of the United States Supreme Court in the rather famous case of Fairfax's Devises against Hunger's Lessee, reported 7 Cranch; page 603 (3 L E D page 453, see Later also Wheaton 1 page 304) the original title holdings by the Culpeper family and down through Sixth Lord Fairfax and through his Will were completely confirmed, the Court holding that Fairfax had complete ownership and seizen and dominion,—the Decision being dated March 15th, 1813.

The title of the Fitzhughs to Ravensworths was maintained, although it was attacked repeatedly, as were many titles obtained through the Fairfaxes. Subsequent surveyors adhered to the original patent lines, offering the same in the face of many adverse claims.

ITEM II

William Fitzhugh

to

Son, William Fitzhugh (b)

and

*Son, Henry Fitzhugh (c)
and others*

Will dated April 9, 1700

Codicil dated October 20, 1701

*Proved Stafford County Court
December 10, 1701*

*Virginia Magazine of History
and Biography Vol. 2, page 276*

*Complete Copy Likewise in Pro-
ceedings in Land Causes Dumfries*

*District Court Record in Prince
William County, 1789-1793*

Page 379

On November 17, 1701 Mrs. Sarah Fitzhugh, widow and relict of Colonel William Fitzhugh late deceased relinquished her right of Dower.

I, William Fitzhugh of Stafford County, Gentlemen, now bound for England:

To Eldest Son William—one-half of a tract of 21,996 acres in Stafford Patented by me lying above Occoquan.

To Son Henry one-half of the said 21,996 Acres a tract above Occoquan, also 600 acres called the Church Quarter land.

Many other provisions disposing of other lands.

In each case above specifically mentioned the devise is to (William) and (Henry) and their heirs of his body and for want of heirs of his body' the devise is over to other named.

(C.H.D. Note): Son William is William Fitzhugh of 'Eagles Nest'; Son Henry is Henry Fitzhugh of Bedford, being the 'Mr. Henry Fitzhugh' of the Assembly Resolution of 1720, Virginia Assembly.

Devolution of the half interest of William Fitzhugh of Eagles Nest:

ITEM III

William Fitzhugh of Eagles Nest
to
Henry Fitzhugh, the Younger
being popularly known as
Henry Fitzhugh of Eagles Nest (d)
(Died 1713)

Wife of William Fitzhugh of Eagles Nest was Ann, the only sister of Colonel Thomas Lee of Westmoreland. After her first husband's death (William Fitzhugh) she married Captain Daniel McCarty.

The records indicate but do not prove that Henry Fitzhugh succeeded to his father's ownership of the half interest in Ravensworth in Fairfax County. Reference is made to *Mr. Fairfax Harrison's Landmarks of Old Prince William, Page 189.*

ITEM IV

Henry Fitzhugh of Eagles Nest
to
William Fitzhugh (Jr) of Chatham (e)

Again the records seem to indicate, but do not prove, that William Fitzhugh, Jr. of Chatham was the son and heir of Henry Fitzhugh of Eagles Nest. It is stated that William Fitzhugh, Jr. of Chatham was Grandson of William Fitzhugh of Eagles Nest. At all events he was the first Fitzhugh to take up his abode at Ravensworth.

ITEM V

Colonel Henry Fitzhugh of Stafford
and King George, also known as Henry
Fitzhugh of Bedford (or his heirs)
to, with and from
William Fitzhugh Jr. of Chatham

PARTITION

These two persons had some Partition which does not appear of record among the Fairfax or Prince William County records. They

may have a Parol Partition but this is hardly likely. It may have been among the old destroyed Stafford County records. It is very apparent that William Fitzhugh, Jr of Chatham, the great-grandson of William Fitzhugh the original Patentee, who abandoned his home near Fredericksburg about this time and removed to Ravensworth, being the first of the family to actually reside at Ravensworth, acquired in fee simple in severalty the Southern Section which contained a little over nine thousand acres; and Colonel Henry Fitzhugh of Bedford acquired the Northern Section of about twelve thousand five hundred eighty-five acres. This latter area is itself the subject of the Partition (among his 'five younger sons') in Liber A No. 2 page 187 of the Fairfax County land records. There is a specific reference in this long Partition description in A No. 2 which begins at the dividing corner between William Fitzhugh of Chatham and the heirs of Henry Fitzhugh, deceased'.

(C.H.D. Note): The five immediately following Deeds of Lease are placed herein for the purpose of indicating the prevailing method adopted then in developing the vast realty holdings of the Fitzhugh family, being Deeds of Lease covering period of three or four then living persons (in the Lessee family) upon payment of annual rent charge usually in the earlier prevailing currency, first crop of tobacco. (The second tobacco crop in same year was counterfeit money.)

1. *William Fitzhugh Jr*

To

John Ratcliff

Deed of Lease

Dated Sept 23, 1773

Liber L No. i page 15

Ack and recd. Oct. 18, 1773

Fairfax County land records.

Leases tract of 165 acres (except all mines, minerals and quarries whatsoever) lying and being in Parish of Fairfax Co., of Fairfax on the Being part of a tract of land of 21,996 Acres called the Ravensworth Tract, the bounds as followeth:

(Description of metes and bounds omitted)

Annual Rent charge 1300 pounds crop tobacco. Due December 25th each year, beginning 1773.

For and during the natural life or lives of the said John Ratcliff, Richard Ratcliff, his son and Mary Ratcliff, his daughter, and for and during the natural life or lives of the longest liver.

2. *William Fitzhugh, Jun.*

To

Samuel Hawley

Deed of Lease

Dated September 23, 1773

Recorded October 18, 1773

Liber L, No. 1, Page 20

Fairfax County land records.

200 Acres (except all mines, minerals and quarries whatsoever). In Parish of Truro, County of Fairfax and *Being* part of a tract of land of 21,996 Acres called Ravensworth Tract, the bounds as followeth:

(Description of metes and bounds omitted)

For and during the life or lives of Samuel Hawley, Barbary Hawley, his wife and James Burch Hawley, his nephew and for and during the natural life or lives of the longest liver of them.

Yielding and paying yearly 1000 pounds crop tobacco beginning December 25, 1773, provisions for planting fruit trees and fencing and warehouse for tobacco. Provisions for repair.

3. *Wm. Fitzhugh*

To

Aaron Clark

Deed of Lease

Dated September 23, 1773

Recorded October 18, 1773

Liber L, No. 1, Page 26

*Fairfax County, Virginia
land records.*

Conveys 151-3/4 Acres located in Truro Parish, Fairfax County, Virginia, being part of Ravensworth, described as follows:

(Description of metes and bounds omitted)

Same provisions for rent to be paid during the term of three lives and survivor of them, yearly 950 pounds of crop tobacco beginning Nov. 25, 1773 and to keep in repair and plant orchard, etc.

4. *Wm. Fitzhugh*

To

Charles Smith

Deed of Lease

Dated June 25, 1773

Recorded October 18, 1773

Liber L, No. 1, page 31

Conveys 152-1/4 Acres located in Truro Parish, Fairfax County, Virginia, being part of Ravensworth, and described as follows:

(Description of metes and bounds omitted)

Same provisions as in preceding deeds as to rent to be paid during the term of 3 lives and survivor of them yearly 950 pounds of crop tobacco beginning Nov. 25, 1773, and to keep in repair and plant orchard, etc.

5. *Wm. Fitzhugh*

To

John Rigg

Deed of Lease

Dated June 25, 1773

Recorded Oct. 18, 1773

Liber L, No. 1, Page 36

*Fairfax County, Virginia,
land records.*

Conveys 116 Acres in Truro Parish, Fairfax County, Virginia, being part of Ravensworth, and described as follows:

(Description of metes and bounds omitted)

Same provisions for rent to be paid during the term of three lives and survivor of them, yearly 950 pounds of crop tobacco beginning Nov. 25, 1773 and to keep in repair and plant orchard, etc.

ITEM VI

William Fitzhugh

To

William Craik

Deed February 1, 1807

Recdd Liber H No. 2, page 37

Book destroyed in Civil War

Conveys tract as later referred to containing by estimation eight hundred acres.

ITEM VII

*William Fitzhugh, formerly of
Chatham, in Stafford County
Virginia, lately of Alexandria*

to

*Son, William Henry Fitzhugh
and others (£)*

Will Sept. 3, 1805

Codicil Feb. 28, 1808

Second Codicil Dec. 6, 1809

Probated Orphans Court

Alexandria County, D.C.

December 23, 1809

Recdd Will Book J No. 1 p 244

Fairfax County records

And Whereas I have already given to my daughter Craik four tenements of land upon the tenanted part of Ravensworth Tract containing somewhere about eight hundred acres and several slaves in number about sixteen which gifts I do hereby confirm, it is my Will, desire and request that my hereinafter named Executors may lay off for my said daughter Custis an equal quantity of land on the tenanted part of Ravensworth and allot to her as many slaves including those I have already given her as I have given to my daughter Craik. They are equal in my affection and I wish to make no difference between them for by their amiable dispositions and attentions to me that have made

themselves dear to me as children can be to an affectionate Father.

To my dear and only son William Henry Fitzhugh and to his heirs forever, I leave all the rest and residue of my estate both real and personal of every sort, kind and description, whether it be money, debts due or otherwise, with a hope that he will make a proper use of it, that he will prove himself a good and virtuous man, an affectionate brother and a friend to all good men.

(C.H.D. Note): While no list of heirs is given, from several sources it is indicated that William Fitzhugh of Chatham left three children, being his son William Henry Fitzhugh and two daughters, Ann Randolph Fitzhugh Craik (whose husband is believed to be a son of Dr. Craik, General Washington's personal Physician) and Mary Lee Fitzhugh Custis (whose husband was George Washington Parke Custis, the only son of John Parke Custis). George Washington Parke Custis was the builder of the Arlington Mansion to which he brought his Bride in 1806. She was born April 22, 1788, died on April 23, 1853. Caution is advised not to confuse the Mary Lee Custis, nee Mary Lee Fitzhugh, above, with her daughter and only child, Mary Anna Randolph Custis who married General Robert E. Lee, the daughter's name being generally referred to as Mary Custis Lee (which happened to be but a transposition of the last two portions of her mother's name).

Mary Anna Randolph Custis Lee (Mrs. Robert E. Lee) died sometime prior to 1874.

ITEM VIII

*William Henry Fitzhugh, of
Ravensworth*

to

Wife, Anna Maria Fitzhugh

Sister, Mary Lee Custis

Niece, Mary Ann Randolph

Custis and others ()*

Will March 21, 1829

Codicil March 22, 1829

Probated August 18, 1830

Recdd Will Book Q No. 1 p 57

Fairfax County, Va., Will

Book records

To my dearly beloved wife Anna Maria Fitzhugh I give and bequeath for her sole and exclusive use during her natural life all that part of my Ravensworth Estate not herein otherwise disposed of. I also leave to her in trust for the purposes hereinafter designated that part of My Ravensworth Estate lying South of a line beginning at the letter E in Macey's survey and running to the corner made by W. Craik's land with the tenement occupied by Mr. Harper and with the dividing line between them to Thos Janney's land.

ITEM IX

*Mary Anna Randolph Custis
of Arlington
To
Anna Maria Fitzhugh,
Widow of William H. Fitzhugh,
late of Ravensworth.*

*Deed dated August 18, 1830
Acknowledged Aug. 18, 1830
Recorded Fairfax County
Courthouse August, 1830,
Deed Book Z, No. 2, Page 133*

This instrument after reciting the Will of William H. Fitzhugh, states that it is the desire of Mary Anna Randolph Custis to render unquestionable the powers of her Aunt Anna Maria Fitzhugh to convey and exercise absolute control over said Trust fund, Mary Anna Randolph Custis conveys to Anna Maria Fitzhugh, all her title in personal property on Ravensworth and all her title in said Trust Estate including lands therein set out.

ITEM X

*Anna Maria Fitzhugh
To
Mary C. Lee*

*Will dated at Ravensworth
Dated August 23, 1870
Codicil Dec. 28, 1872
" Feb. 11, 1873
" Sept. 5, 1873
Probated Corporation Court of
Alexandria City, Virginia,
April 21, 1874, Will Book C,
No. 2, Page 180,
Fairfax County, Virginia, records
December 21, 1874*

"My niece Mrs. Mary C. Lee will inherit my present residence at Ravensworth and I add to it whatever furniture, books, etc. may be in the house at the time of my death, excepting only such articles as I may in this paper bequeath to any other person.

"My nieces and nephews, the children of my niece, Mrs. Mary C. Lee, I have not mentioned specifically, because the property that I leave to her, other than the five thousand acres belonging to the Ravensworth house tract which is hers by former bequests, I leave to her, not in fee, but to be given to her children at her death in such portions as she may consider they best and most require."

Testator prefaces the liberal provisions made to her niece Mrs. Mary C. Lee with the following statement: "In the earlier days of my trials and afflictions when I was about to act as Executrix to her

Uncle's estate she very generously gave up some things to which she was entitled by his will, thereby enabling me to act with much more ease and comfort which has proved very beneficial to the estate. It is not my desire or intention that she should lose by this, on the contrary I shall be enabled to leave her more than could have been saved under the previous arrangement, and it is a source of gratification to me to believe that her affectionate liberality and disinterestedness will be thus rewarded."

ITEM XI

G. W. Custis Lee; William H. F. Lee, Robert E. Lee, Jr.; Mary Custis Lee; Eleanor Agnes Lee; Mildred Childe Lee, children and heirs at law of General Robert E. Lee (and lately resident in Lexington in Rockbridge County in said State)

*to
Mary Custis Lee (widow of said General Robert E. Lee and mother of all of the parties of the first part)*

*Indenture dated 12/12/1870
Acknowledged 12/4/1871;
1/1/1872 and 1/5/1872
Recorded February Court,
1873 LIBER P, No. 4,
page 244, Fairfax County,
Virginia Land Records*

"WHEREAS, by last Will and Testament of General Robert E. Lee, deceased, which has been duly admitted to record in County Court of Rockbridge County, Virginia, and to which reference is hereby made, a doubt may arise as to the true and legal construction thereof; and as the interest in the real and personal estate of said decedent which the parties to this indenture take under his said last will; and WHEREAS, it was the wish of said Testator, as expressed in his will, that no dispute should arise in the construction thereof, in which the parties to this indenture fully concur, and WHEREAS, the parties of the first part, the sole surviving children of testator are desirous in order to avoid all occasion for construction of said Will by a resort to the Courts—and with a view to a family arrangement of the whole matter in respect of said Will and the interest of the widow and children of the Testator under the same, which they are advised will settle at once and forever all doubts in respect thereto—have determined to execute this indenture for the purposes aforesaid.

Now, therefore, this indenture witnesseth that for and in consideration of the premises and of the sum of \$1.00 to them in hand paid by the party of the second part, the receipt whereof is hereby acknowledged, and in further consideration of the love and affection of the parties of the first part to the party of the second part—the parties of first part do grant, bargain, sell and convey and remise, release and forever quit-claim and surrender, grant and yield up to the party of the second part, all their right, title, interest and claim in and to the real and personal estate of the said General Robert E. Lee, deceased, which they or either of them have or might have under and by virtue of his last will aforesaid, or as distributee of his personal estate, or heirs and heiresses of his real estate, to aid party of second part and her heirs forever. To have and to hold all of the real estate and personal estate of said General Robert E. Lee, deceased, to her, the said Mary Custis Lee, the party of the second part and her heirs forever, free and wholly discharged from all and any claim, which the parties of the first part, or either of them, have or might be supposed to have by the provisions of the will aforesaid, or as heirs and heiresses, or distributees, as aforesaid, of the real and personal estate of said decedent."

ITEM XII

*G. W. C. Lee, W. H. F. Lee,
Miss Mary C. Lee, Robert E.
Lee, Miss Mildred C. Lee,
children and heirs at law of
Mrs. Mary Custis Lee*

*Partition Deed
Dated Sept. 14, 1874
Acknowledged Sept. 14, 1874
Recorded Dec. 22, 1874
Liber R, No. 4, Page 464
Fairfax County, Virginia,
land records*

Recites that Mrs. Anna Maria Fitzhugh was seised in fee in her life time of about three thousand acres and seised for life of about five thousand acres, adjoining the first mentioned tract, the whole containing about eight thousand acres, constituting the tract known as Ravensworth.

Recites the Will of Mrs. Anna Maria Fitzhugh set out above.

Recites that parties hereto are all the children and heirs at law of Mary C. Lee, deceased, and as such are seised in fee as tenants in common of said combined tract of about eight thousand acres.

Recites that parties hereto wish to make partition and division of said land and to that end have had same surveyed and divided and

hereby accept the several allotments in fee in severalty set out below.

	A.	R.	P.	
Lot 1	2397	0	19	(G. W. C. Lee)
2	502	0	22	(W. H. F. Lee)
3	1684	3	38	(Mildred C. Lee)
4	2090	1	00	(Robert E. Lee)
5	1677	1	02	(Mary C. Lee)
Total.....	8351	3	1	

The mansion house* on Ravensworth was located on Lot 2, mentioned in the above partition, which was assigned to W. H. F. Lee. By his last will and testament Gen. Lee devised this lot to his sons, R. E. Lee, Jr., and George Bolling Lee (See will dated August, 1891, probated November Court 1891 in Will Book F, No. 2, page 340 of the Will Books of Fairfax County, Virginia). Subsequently George Bolling Lee acquired the land on which the house was located from his brother's estate. But prior to this, in 1925, the house was tragically destroyed by fire, and now only the ruins are visible.

*Under orders issued by their respective governments (i.e., the C.S.A. and the U.S.A.), Ravensworth was guarded and protected when within their lines by the soldiers of both armies. This was because of its connection with Gen. Washington, Light Horse Harry Lee, and the Custis family. Unfortunately there is no photograph of Ravensworth in existence.

FOOTNOTES

(a) William Fitzhugh came to Westmoreland County, a young lawyer whose family may have been descended from the Fitzhughs, barons of Ravensworth. The family coat of arms had been recorded in 1566 and if his view of life was thus somewhat baronial there was nothing in the new world to stand in the way of achieving his ideal.¹ Lord Culpeper before him had laid claim to all of the Northern Neck of Virginia and had proved his claim and Robert Carter after him was to carve an actual Kingdom from the new territory.

William Fitzhugh married Sarah Tucker of Westmoreland and moved to Stafford County where he built Bedford on the Potomac. He practiced law, served in the House of Burgesses and was a Lt. Col. in the Stafford militia. He was also agent for the Fairfaxes who inherited the Northern Neck from Lord Culpeper. It was during this tenure that he confirmed the grant of Ravensworth in what was then upper Stafford County. He had bought the grant from a man named John Matthews in 1685 and had it regranted and finally confirmed by 1694. This was 21,996 acres paralleling the Alexander grant, later Alexandria,² and covering the approximate territory from

1. Fitzhugh Family Chart compiled by Robert and Carroll Fitzhugh.
2. Landmarks of Old Prince William, Fairfax Harrison, p. 187.

what is now part of Falls Church to Pohick Church and from the present Fairfax Court House almost to Alexandria.

Colonel Fitzhugh was not, as some of the historical novelists would have us believe our forefathers were, unscrupulous, brash and fascinatingly immoral. The records indicate that he was religious, honest and a fine lawyer. He published a book of Virginia in England. Bishop Meade says he often quoted the Scriptures while pleading a case.³ He was very sympathetic to French Huguenots who fled France when the Edict of Nantes was revoked by Louis XIV. Unlike the Sun King, he looked upon them as the most desirable of citizens and offered them land to settle.⁴

At his death Colonel Fitzhugh left approximately 50,000 acres of land in Virginia besides property in Maryland and England to his five sons and one daughter.⁵ The Ravensworth tract was divided between two sons, Henry and William Fitzhugh, Henry receiving 12,585 acres to the north and William a little over 9,600 acres to the south.

(b) William Fitzhugh who received the southern portion of Ravensworth showed no more interest in settling there than his brother. He built a house on the Potomac which he called Eagle's Nest and he is referred to in the records as William Fitzhugh of Eagle's Nest. He married Ann Lee and they had three children, Lettice, Sarah and Henry. William Fitzhugh of Eagle's Nest served as his father had in the House of Burgesses from 1701 to 1702, was a member of the Council and High Sheriff of Stafford. He died in 1713 and his wife later married Captain Dan McCarty.⁶

(c) Henry Fitzhugh inherited Bedford plantation and married Sarah Cooke, the daughter of Mordecai Cooke of Gloucester County.⁷ He was born in 1686 and died in 1758. His half of the Ravensworth patent remained in the family intact until his grandson Henry Fitzhugh who also lived at Bedford partitioned it in 1783 among his five younger sons, Nicholas, Richard, Mordecai, Bataille and Giles. By the end of this generation the northern half of the tract had been sold out of the family.

(d) Henry Fitzhugh of Eagle's Nest was educated in England at Oxford. He married Lucy Carter of Corotoman one of the daughters of King Carter. He was also a member of the House of Burgesses and like his grandfather a Lt. Colonel in the Stafford militia. His daughter Elizabeth married Benjamin Grymes, and it was his son William Fitzhugh of Chatham who built Ravensworth.⁸

(e) William Fitzhugh of Chatham in his old age after the Revolution abandoned his house near Fredericksburg, where the practice of hospitality had become burdensome and removed to Ravensworth. He was the first of that name to reside there. In 1796 Chatham was advertised for sale in a Philadelphia paper but apparently was not sold.⁹ Chatham remained in the family, however, and was often visited by Robert E. Lee during his courtship of William Fitzhugh's granddaughter Mary Randolph Custis. Paul Wilstach in *Tidewater Virginia* related the Fredericksburg legend that Lee could not bear to fire on Chatham during the battle at Fredericksburg and thus missed the chance of catching Abraham Lincoln and Walt Whitman who were in the house at the time.

3. Old Churches, Ministers and Families of Virginia, Bishop Meade, pp. 192-196.

4. Landmarks of Old Prince William.

5. Ibid No. 7.

6. The Virginia Magazine, etc.

7. Fitzhugh Family Chart.

8. Ibid.

9. George Washington Diaries, Vol. II, p. 427n.

(†) William Henry Fitzhugh, son of William Fitzhugh, Jr., married Anna Maria Goldsborough of Maryland. Their life at Ravensworth continued quiet though there were frequent visitors, since the society of the period depended upon visiting for its entertainment. Mary Lee Fitzhugh, daughter of William Fitzhugh, Jr., had married George Washington Parke Custis who built Arlington and who was the son of John Parke Custis. They had one daughter Mary Randolph Custis. The families of Arlington and Ravensworth were especially close and visited each other frequently. The calm regular life and the peace of Ravensworth with its great old trees combined with the wisdom of William H. Fitzhugh also made it a haven for such harried people as Mrs. Henry Lee, the widow of "Light Horse Harry" Lee, who was trying to raise her children in Alexandria on a very slim purse. William H. Fitzhugh was her financial advisor and it was he who wrote a letter of introduction for young Robert E. Lee when he wanted to enter the United States Military Academy at West Point. The Lee family often stayed at Ravensworth and Mrs. Lee died there.

William Henry Fitzhugh died in 1830 proving his liberality of mind by stipulating in his will that his slaves should be freed by 1850. He left 1300 acres of Ravensworth estate to his adopted daughter Mary Caroline Goldsborough who was his only child. The rest of the estate including the house went to his wife Anna Maria in trust for his sister Mary Lee Custis and his niece Mary Randolph Custis. Such was the ease of relationship between these women, however, that both the Custises relinquished all claim to the inheritance in order to make the handling of the estate simpler for Mrs. Fitzhugh.

(*) In 1831 Mary Randolph Custis married Robert E. Lee at Arlington with Marie Caroline Goldsborough as one of the bridesmaids. They spent the first days of their honeymoon at Ravensworth. Robert E. Lee always considered this house a haven, as had his mother, and often returned to visit when he needed strength and courage.¹⁰

Anna Maria administered the estate until she died in 1874. She left it to Mary Custis Lee with the following preface to the will:

"In the earlier days of my trials and affliction when I was about to act as executrix to her Uncle's estate she very generously gave up some things to which she was entitled by his will, thereby enabling me to act with much more ease and comfort which has proved very beneficial to the estate. It is not my desire or intention that she should lose by this, on the contrary I shall be enabled to leave her more than could have been saved under previous arrangement, and it is a source of great gratification to me to believe that her affectionate liberality and disinterestedness will be thus rewarded."

Mary Lee partitioned her inheritance among her six children and the land was gradually sold though the house remained in the Lee family until it was mysteriously and tragically destroyed by fire in 1925. The ruins are still visible.

10. R. E. Lee, Vol. I, pp. 105-107.

History of Railroads in Fairfax County

*By Marshall Andrews **

Should you seek the ancestor of the railroads in Fairfax County, you probably would find it in the stage line of "Extra Billy" Smith. In 1830, William Smith, later to be Governor of Virginia, had consolidated a number of local stage lines into a single through route from Alexandria to Salem, N. C., connecting there with stage lines to the South and Southwest.

It was Extra Billy's success in welding together these small local enterprises into a single trunk line which inspired the vision of through rail lines connecting the West with tidewater at Alexandria. The first move in this direction was made at a meeting of Valley planters at Culpeper in 1847. These men had sought to bring the Louisa Railroad (now the Chesapeake & Ohio) within their reach. Failing in this, they petitioned the General Assembly in March, 1848, for a charter for the "Orange and Alexandria Railroad Company" to build a line from Alexandria to Gordonsville, where they expected to connect with the Louisa road.

The Orange and Alexandria was organized May 9, 1849, Thomas C. Atkinson was appointed chief engineer, and surveys were begun from both ends of the line. Unfortunately for the cause of internal peace, the most feasible route from an engineering standpoint did not coincide with the commercial ambitions of Fairfax, Prince William and Fauquier Counties.

Out of this conflict of interests two alternate routes emerged. Both followed the valley of Cameron run from Alexandria. At its headwaters one route veered up the Accotink valley and proceeded through Fairfax Courthouse and Centreville, crossing Bull Run south of the Warrenton Turnpike, and Broad Run at Milford, continuing on through Germantown. The other route turned through Ravensworth to Pohick, crossed Bull Run at Pope's Head, Broad Run at Brentsville (then Prince William Courthouse), and on through Weaversville.

The conflict between engineering efficiency and local ambition was settled by a compromise which satisfied neither. Both Fairfax and Brentsville were left off the railroad and the line was diverted over the heavy Fairfax grade, a solution for which four generations of fire-

* Born Memphis, Tenn., June 15, 1899. Educated public schools, Montgomery, Ala., Starke University School, Montgomery, Ala., Marion Military Institute, Marion, Ala., Alabama Polytechnic Institute, Auburn, Ala. Reporter and editor on newspapers and news services in South and Midwest. Aviation editor, *The Washington Post*, 1929-1931; military writer, *The Washington Post*, 1939-1952. Since March, 1952, military operations analyst with Operations Research Office, Johns Hopkins University. Author: *Our New Army*, 1942; *Disaster Through Air Power*, 1950; numerous articles in military service journals. AEF, World War I; ETO, World War II; Korea, April-May, 1951, on special mission for U. S. Army.

men have paid untold gallons of sweat. It was agreed to connect Warrenton with the main line by a branch, connecting at a place to be called Warrenton Junction (now Calverton).

Construction was begun early in 1850 at Alexandria and the line was opened to Tudor Hall (later Manassas Junction) in October, 1851. In November, 1852, the road was operating to Culpeper and the connection with the Louisa road, by then renamed the Virginia Central, was made at Gordonsville in March, 1853. In the same year the Warrenton branch was completed.

While Fairfax and Prince William accepted their wagon-road connections with the railroad with resignation if not enthusiasm, Fauquier apparently was further inspired by the sight of the iron horse snorting into its county seat. Its leading citizens launched a further effort to extend its railroad outlets to the Eastern markets. As the O & A was beginning construction in March, 1850, the General Assembly granted a charter to the "Manassas' Gap Railroad Company" for a line from Manassas Junction through Strasburg to Harrisonburg. A company was organized by Fauquier men and construction was begun at the Junction in 1851, being completed to Strasburg in 1854 and to Mount Jackson in 1858.

No sooner had the Gap road begun operating than trouble appeared. To reach Alexandria, the Gap road had leased trackage rights from the O & A under terms which cost it \$33,500 a year, a burden it soon found it would not be able to carry. It was determined, therefore, to build the Gap road's own independent line to Alexandria, for which surveys were made, property acquired, and grading begun in 1853.

This independent line of the Manassas Gap road not only made its mark in history, but has become a personal matter with many Fairfax County property owners, the deeds to whose property still contain clauses reserving land for this line to the Southern Railway. No track ever was laid on the route, although most of it was graded and many bridge abutments were built. Construction was greatly curtailed by financial difficulties in 1858 and was completely and permanently halted by the Civil War in 1861.

As laid out, the independent line left the Manassas Gap tracks on the farm of T. B. Gaines at Gainesville and ran northeast to Bull Run just south of Sudley Church, where the massive stone bridge abutments and the high fill east of the Run still stand. It was in the cuts and behind the fills of this line between Gainesville and Bull Run that Stonewall Jackson withstood the assaults of Maj. Gen. John Pope's Army of Virginia for two days in August, 1862, while waiting for Longstreet to march through Thoroughfare Gap and join him.

From Bull Run the line continued northeast to Chantilly, where it turned southeast along the southern side of the present U.S. Route

50 to a point about $1\frac{1}{2}$ miles west of the present junction of Routes 50 and 29. There it crossed Route 29 and turned east, entering the town of Fairfax to the rear of the Fairfax Cemetery and crossing the Little River Turnpike a few hundred feet west of the Courthouse grounds. Reaching Payne street, it turned northeast along North street to the town limit. From Fairfax it stretched along the northern side of the present Lee-Jackson Memorial Highway (State Route 236), crossing this road about one-half mile east of Annandale. From Annandale, it continued southeast down the valley of Indian Run, crossing the O & A about a mile north of Edsall Station and proceeding east parallel with the tracks of the O & A to the Alexandria city limits and southeast to Jones Point, where its terminal was to have been.

With all this construction under way, the directors of the Gap road began to have visions of a minor railroad empire. Since it was to have its own connection with Alexandria, the road's directors obtained a charter to build a branch into Loudoun, from where they hoped to tap the coal fields of Hampshire, with its northern terminus on the north branch of the Potomac at Paddytown (now Keyser, W. Va.). The route for the Loudoun branch was surveyed and grading begun, to suffer the same end as the independent line.

The Loudoun branch of the Gap road left the independent line where the latter crossed Braddock road near Chantilly and ran northeast along the north side of Braddock road, leaving Fairfax County about two miles south of the point where the County line crosses Route 50. Thence it continued generally northwest to Purcellville, which was the limit of construction.

If this activity added nothing to the operating capacity of the Manassas Gap Railroad, it led directly to Fairfax County's second railway. Alexandrians, who many years before had proposed a connection with the Baltimore & Ohio at Harpers Ferry, now saw the feasibility of another route to the Hampshire coalfields. These men procured a charter and, on May 24, 1853, organized the Alexandria, Loudoun and Hampshire Railroad to reach the coalfields at Paddytown. A route was selected up the valley of Four Mile Run to Fairfax Old Court House, and thence along the route of the old Vestal's Gap road through Dranesville, Leesburg, Clark's Gap and Hillsborough. When the Civil War halted further work, trains were running as far as Leesburg and the route had been graded to Clark's Gap.

Both the Orange & Alexandria and the Alexandria, Loudoun and Hampshire suffered severely during the war, not only through the depredations of both armies, but through irreparable attrition of roadbeds and rolling stock. The O & A lost three of its 16 locomotives by capture and the A L & H lost one of its four at the very outset in the same way. Bull Run bridge on the O & A was destroyed and rebuilt

seven times, and station buildings, warehouses, and water tanks were wrecked without discrimination.

Reconstruction of the roads after the war was greatly assisted by purchases, on credit against future earnings, from the tremendous accumulations of equipment and rolling stock by the U.S. Military Railroads, which included 94 locomotives at Alexandria alone. During these years the O & A absorbed the Manassas Gap and was renamed the Virginia Midland. Upon formation of the Southern Railway System in 1894, it became the northernmost segment of the Southern's main line.

The Alexandria, Loudoun and Hampshire eventually was extended to Bluemont and electrified. As the Washington and Old Dominion, it is still operating as a freight line with Diesel power.

During the early years of railroad construction in Virginia, Richmond interests pushed forward the Richmond, Fredericksburg and Potomac Railroad through Fredericksburg to Aquia Creek landing on the Potomac. There passengers and freight were transferred to steamers for Washington.

This arrangement continued, with various interruptions during the war, until 1872, when through rail service was opened between Richmond and Washington. This was brought about by the Pennsylvania Railroad which, in 1870, acquired control of the Alexandria and Fredericksburg Railway, chartered in 1864 to build a line connecting those two cities, but never built. The Pennsylvania promptly began work on this line, the third of Fairfax County's railroads, and the new connection was opened for through traffic July 18, 1872. Thus Fairfax County provided rights of way for two trunk railroad lines connecting the Nation's Capital and the Capital of Virginia.

Despite its new rail connection through Fairfax County to Washington, the R F & P continued steamboat service to Washington and Baltimore, operating from new wharves on Quantico Creek. The Pennsylvania retaliated by diverting a considerable part of its passenger and freight traffic to the Virginia Midland and the Chesapeake and Ohio, a maneuver which induced the R F & P to discontinue steamboat service.

Although this restored amicable relations with the Pennsylvania, it aroused the ire of a majority of the R F & P stockholders, who also controlled the steamboat company. This led to a full-scale economic war between the R F & P and the Pennsylvania, which the latter road won hands down by discontinuing all traffic over the Alexandria and Fredericksburg to its connection with the R F & P at Quantico. Even though the R F & P had spent large sums for new boats and improved wharves, it dropped its steamer service for good.

The final act which welded into a single system the three links between Richmond and Washington took place July 31, 1901. Prior to that time, on April 10, 1890, the Pennsylvania had merged the short Alexandria and Washington Railway (from Alexandria to the south bank of the Potomac at Long Bridge) and the Alexandria and Fredericksburg Railway, both of which it owned, into a single line called the Washington Southern. This line, incorporating the trackage of the two shorter roads, connected Washington with the R F & P at Quantico, although it owned no rolling stock.

On July 31, 1901, the Pennsylvania, Atlantic Coast Line, Southern, Chesapeake & Ohio, Seaboard Air Line and Baltimore & Ohio railroads formed the Richmond-Washington Company, which acquired all the stock of the Washington Southern and a majority of the voting stock of the R F & P. Operation of the new system was turned over to the R F & P, whose officers occupied the same positions in the Washington Southern as in their own company. Allowances for traffic of the six roads handled by the Richmond-Washington Line were stipulated, and the owning roads agreed to build no line paralleling the R F & P and to patronize no such line if built by an outsider. The last step in this complicated business took place February 24, 1920, when the Washington Southern was merged into the R F & P and ceased to exist.

During the present century the two major trunk lines in Fairfax County have undergone steady improvement in roadbeds, equipment, and rolling stock. The little 52-pound iron rails which carried the early trains on the O & A have grown to steel rails of more than twice their weight per yard. Diesel power has replaced steam on all the lines. Local and accommodation trains which once shuttled back and forth across the County have disappeared, put out of business by the automobile and motor bus. Freight trains have increased enormously in size and speed.

Extra Billy Smith, who started all this, would scarcely believe his eyes and ears could he come back now and see what he had wrought.

A Buried Treasure

*By Chas. J. Gilliss **

There is romance in the thought of buried treasure which at once commands the attention of the reader. We learn of the wealth of old Panama, carefully hidden when Sir Henry Morgan swooped down in his piratical raids; of Aztec gold of Mexico, hastily buried when the Spanish conquerers appeared; and even the treasures of William Kidd, who in his ship the "Adventure Galley", sailed our shores, where he buried his gold, and finally met his doom on the gallows, with lips sealed forever as to the whereabouts of his ill-gotten gains.

These tales however, are as hazy summer dreams—interesting, yes, intensely interesting, but as we turn the pages of our past, are soon forgotten, as we count the distant miles from our every-day lives.

Yet, suppose I were to tell you that within twenty miles of the county seats of both Fairfax and Prince William Counties, Virginia, is a buried treasure, (if we believe the records); not a great treasure as measured in present-day standards, but sufficiently large to be interesting, and this all in gold.

Let us turn to the 8th and 9th of April, in the year 1755, when Major General Edward Braddock of the British Army, set out from Alexandria, Virginia, on his ill-fated expedition to Fort DuQuesne. On these dates, a division consisting of Virginia Riflemen and six companies of the 44th. British Regiment, including artillery and baggage wagons, started for Winchester. A second division was sent on the 18th, through Maryland to Frederick, but we are not concerned with this latter.

There was no road to Winchester, and the first division had to practically hew a path through the forests to make a way for the cannon and wagons. No doubt the Spring rains contributed towards keeping the ground soft, and much labor was expended by the troops in keeping the heavily loaded wagons from bogging down in the hastily built road, and levers had to be provided to loosen a cannon wheel which had become hopelessly blocked by the stump of a tree.

Finally, at a point near the present town of Centreville (originally known as Newgate), a tract of genuine Virginia jack clay was encountered, and when this happened, we are told that the "General swore mightily". Straining and tugging, the unfortunate horses hauling the cannon and wagons, could make little progress, even with the aid of brawny Virginia riflemen pulling on ropes attached to the

* Mr. Gilliss is a lifelong resident of Prince William County. Legends such as this are a most delightful part of our history and we are indeed indebted to our neighbor for this contribution.

vehicles, or pushing on the wheels. The time was getting short, for Braddock had promised the Duke of Newcastle that he would be beyond the Allegheny Mountains by the end of April. It was therefore decided to lighten the loads of the wagons and leave behind every thing of weight which could be spared. Two of the small brass cannon were also to be left behind, as well as a store of gold coin, variously estimated to be from \$25,000 to \$30,000, for payment of the troops.

The two cannon in question were dismounted and filled with the gold, and a wooden plug driven into the muzzle of each. They were then buried with the muzzles pointing upward, and two feet beneath the soil, "fifty paces East of a spring, where the road runs North and South." Of course the idea was that the gold would be recovered on the return of the expedition, which event, it was confidently expected, would be within a comparatively short time.

Apparently the hiding of the treasure was known to but few persons, and these (including Braddock), must have all been killed, for no one returned to dig for the guns, so far as is known. Braddock's reports and papers of course had been sent to England, and were no doubt duly filed away in neat packages -possibly unread, as reports are dry reading at most. And so it was, that not until many years after, when interest began to revive in this ill-fated expedition, led by Braddock, whom Horace Walpole describes as "desperate in his fortune, brutal in his behavior, and obstinate in his sentiments," but admits that he was still "intrepid and capable," that an archivist, in going over the papers, discovered by accident the secret of this buried treasure. A Committee was sent from England to Centreville to search for the spring, which was to give the clue, but though they spent some time in the locality, no spring could be found which gave promise of the exact spot.

It is now believed that the cutting of the forest trees has caused the spring to dry up, and that the plow has leveled and obliterated all traces of it.

Nevertheless, there are those living near Centreville, who have their own ideas as to the location of the treasure. At one of these places the road turns suddenly north from a westerly course, and there is yet a strong flowing spring.

Of one fact we are sure however, and that is that the treasure has never been recovered, and that the British Government, which has never given up its claim, has offered one half of the gold to any one who finds it.

The Great Falls of The Potomac

*Contributed by John W. Brookfield **

Just 15 miles up the Potomac from Washington on the Virginia side is an area still primitive in appearance but which is beautiful and historic. It is here that the great "Potomack" falls 76 feet and here in the forest bordering the river, can be seen the remains of a canal, and stone and masonry locks planned by George Washington and built under his supervision. Ruins of a mill, a hotel, a jail and a house, mark the site of Matildaville, so named for Matilda Lee, first wife of "Light-Horse Harry" Lee. Washington and Lee envisioned this as a large city at this critical point on a trade route to the West.

History says that at the close of the Revolution, George Washington gave his full time to the undertaking. It is left to the imagination, the long weary hours of study, engineering, planning, and political and financial promoting spent by this man just returned from the most difficult and exhausting war of history. However, he was a successful promoter, heading a long line of great men who have worked and are still working to develop the transportation of the nation.

Record of George Washington's interest in the Potomack Canal began before August 1754. In a letter of that date to Thomas Lee he gives "an account of a trip down the Potomack River by canoe to discover the navigation of the Potomack. As early as 1772, when a member of the Virginia Assembly, he secured the first legislation authorizing a canal to connect the tidewater of the Potomack with the Ohio River.

January 26, 1775 he entered in his diary, "I went up to Georgetown to an intended meeting of the Trustees for opening the Potomack River, none met." On March 15, 1784, Jefferson wrote to him "The union of this navigation (Ohio) with that of the Potomack is a subject which I mentioned I would take the liberty of writing you. This is the moment, however, for seizing it, all the world is becoming commercial, for the trade of the Ohio is nearer Alexandria than to New York by 730 miles and is interrupted by one portage only." In reply Washington wrote on March 29, 1784, "More than ten years ago I was struck with the importance of it." Legislation was finally secured from the Maryland Assembly during the winter of 1784, and on May 17, 1785 The Potomack Company was officially organized with Washington as its first

* Mr. John W. Brookfield is Chairman of the Fairfax County Park Authority. The foregoing is based on a paper prepared by Mr. Brookfield and read to the Fairfax County Historical Society at its annual meeting held at The Great Falls on a lovely Fall afternoon in October 1954.

president. The first annual report of the company in Washington's own hand was written on August 17, 1786. At this time over 200 men were employed on the project. By July 1795 the locks at Little Falls were reported completed.

In July 1796 a market house 30 x 14 feet was built at Matildaville. Tobias Lear was in August 1796, elected president with Keith, Templeman, Fendall, and John Mason, directors. From report of John Mason to the Secretary of the Treasury, January 20, 1808:

"At the Great Falls are five locks.

One length 100 feet, width 14 feet, lift 10 feet

One length 100 feet, width 12 feet, lift 11 feet

One length 100 feet, width 12 feet, lift 14 feet

Two length 100 feet, width 12 feet, lift 18 feet

Construction blown out of solid rock.

Distance, including a Basin, 1200 yards."

"The sluice gates in these locks are deep. They do not lift but are made of cast iron and turn on a pivot fixed in the center."

Whitford in his history of the Canal System of New York wrote, "Washington was the original father and promoter of these canals and improvements."

The Potomack Canal was not a financial success. Comparatively little freight was hauled during the three decades of operation. However, this was the forerunner of the Chesapeake and Ohio Canal, a continuous canal on the Maryland side of the river, which did carry large volumes of freight on horse-drawn barges throughout a century of operation.

Thus this canal at Great Falls Virginia was the beginning of the realization of George Washington's hope to bring the commerce of the West to the Atlantic coast.

Part of the Potomack Canal trench and ruins of the locks remain to this day near the Great Falls of the Potomac, to bear witness to George Washington's practical work as an engineer—a monument to amaze future generations by its difficulties overcome with such scant means.

Washington was soon compelled to leave this undertaking to others, when he was called to the Presidency of the United States. Local Great Falls legends, always to be taken with a grain of salt, tell that Washington was standing in the mill race overseeing repairs when emissaries arrived to notify him of the action of Congress, and that he said a few cuss words, climbed out of the mill race, mounted his horse and rode away, never to return to the Falls. However, Sol Bloom, in the history of the George Washington Bi-Centennial Celebration, records

that "about the end of November 1799, not long before his death, he made a survey of his lands on Difficult Run, south of Potomac Falls." Washington would never have been so near without visiting the Canal.

Great Falls Park was recently acquired by the Fairfax County Park Authority. The Park is open the year 'round and is equipped with picnic tables, refreshment stand, swings, slides, merry-go-round and outdoor sports for everyone.

Great Falls against a backdrop of Autumn leaves is an unforgettable sight. Nowhere in the United States—perhaps in the world—is there an area of such unspoiled natural scenic beauty located within a fifteen-mile drive of a great Capital City. Its great beauty and historic value fully justify a visit.

Meade Palmer, our landscape architect, writes, "The Planners of the early canal were fortunate in that only at the spot chosen is it possible to come inland and parallel the river for a distance of almost a mile and yet have relatively so little rock to quarry."

"In addition to the topographic features of the area is the fact that because of its historical importance, the canal should be considered as one of the primary attractions of the park and as such, it should be treated as an entity."

It is understood that the American Society of Civil Engineers is interested in restoring the locks of the Canal as a monument to George Washington, the Engineer.

The Park Authority envisions the construction of a museum on the site of the old jail, the restoration of the Dickey House and Washington's Old Grist Mill. There is much to be done but with the help of the people of Fairfax County and historical and patriotic societies, it can be done.

Archives of Burgundy *

The destruction by fire in 1915 of the fine old mansion which stood on the crest of the hill known as Burgundy removed a landmark that had been a familiar sight for several generations. I wonder of the thousands who saw this house how many ever gave a thought to the history of the land on which it was located?

The Burgundy farm is in the center of a tract of 1148 acres that was granted to George Brent in 1677 by the proprietors of the Northern Neck. Upon his death, the land passed to his two sons, George and William, and in 1730 they sold to Hugh French eight hundred acres. Daniel French, as son of Hugh, inherited the land and in May, 1742, seven months before the county of Fairfax was created, he sold four hundred acres to two brothers, Richard and Robert Sanford, of Westmoreland county. Those brothers evidently were attracted to the northern country by the marriage of a sister to Daniel French. The land was described as "being on the south side of Holmes Run," but a survey of Brent's patent on file in the Fairfax court house, made in 1802, shows that the boundary line started at a point on Cameron Run, about one thousand feet east of where is now located the bridge on the Telegraph Road. This line ran in a northwest direction to the turnpike, the northern point of a great triangle, and then in a southwesterly direction nearly two miles. From that point its course was almost due east to the run that parallels the Telegraph Road at a point about fifteen hundred feet south of where the Franconian road intersects the Telegraph Road, then up the run to the starting point. Nearly four hundred acres of this land was retained by Daniel French and upon his death, in 1748, he provided that his "loving wife Elizabeth" should have the use of the whole estate during her natural life, but after her decease, it was to be divided between his godson, Daniel Sanford, his sister, Margaret Hansberry and Edward Sanford. In 1782 they sold it to Josiah Watson, of Alexandria.

Robert Sanford's land, one hundred and ninety seven acres, was located in the southwest part of the triangle, where is now the Evergreen farm owned by C. H. Gladden. Robert Sanford died in 1769 and all of this land became the property of his eldest son, Richard, who sold it to Josiah Watson in 1794 and removed to Fauquier county where he

* Mr. James D. Preston wrote this interesting history of "Burgundy", which is now included with the permission of Mrs. Jeanette M. Francis of Alexandria, Virginia.

died in 1798. With the acquisition of the Sanford parcel, Josiah Watson was the owner of 471 acres. The writer endeavored to follow the ownership to a later period but the loss of several of the deed books made this impossible. With the sale of this land by Richard there seems to end all record of this family, although he had five brothers, William, Robert, who is supposed to have served in the Revolutionary war, John, James and Edward and a sister, Frances. But not one of them is again mentioned in the Fairfax county records.

The land of the other brother, Richard, (two hundred and six acres) adjoined that of Robert and is the site of the present Burgundy farm. Richard resided on this tract until his death in 1799 when all of his land passed to his youngest son, Presley, who sold it to James Hewett Hooe, of Alexandria, 1806. Thomas Sanford, a former resident of Alexandria, who was identified with the Alexandria-Washington Lodge, was a grandson of this Richard, his father being Lawrence, the oldest son. For a family that was so prominent in the early history of the country it seems remarkable the very few traces left. Both brothers, Richard and Robert were inspectors of tobacco at the Hunting Creek warehouse for many years.

One question continually in the mind of the writer as he walked over these beautiful farms was, "where are the graves of these pioneers and their families"? Daniel French, the younger, is buried in front of the house at Rose Hill, where a fine slab covers the grave. The grave of the senior French, one of the very early settlers, has been lost sight of and forgotten; in fact, I doubt if many of the present generations ever heard that there was more than one Daniel French connected with the early history of the county. The widow of the elder French, Elizabeth, afterward married Presley Cox and she died in 1782. She probably was buried on the home place, as was her brother Robert Sanford with his wife Elizabeth, the custom in those days, but I have been unable to secure the slightest trace of such a place. Richard Sanford and his wife, Penelope, doubtless were buried in the yard at Christ Church, as he was mentioned as having been one of the vestrymen of that church. There is however no record of this burial.

Standing on the crest of the hill at the "Burgundy" Farm, toward the close of a clear, crisp October afternoon, I was thrilled by the sudden view of the dome of the Capitol building, above the distant trees, illumined by the golden rays of the setting sun. While gazing at this scene the thought occurred to me how fitting indeed if somewhere on the crest of that hill should be located the final resting place of those hardy settlers.